

Yakutat VORTAC between the 118° radial clockwise to the 298° radial; excluding Control 1487L and the Gulf of Alaska Low Class E airspace areas.

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Issued in Anchorage, AK, on October 28, 1998.

**Trent S. Cummings,**

*Acting Manager, Air Traffic Division, Alaskan Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-AAL-18]

#### Establishment of Class E Airspace; Atka, AK

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This rule establishes Class E airspace at Atka, AK. The establishment of a Global Positioning System (GPS) instrument approach at Atka, AK, made this action necessary. The Atka Airport status is upgraded from Visual Flight Rules (VFR) to Instrument Flight Rules (IFR). The intended effect of this action is to provide adequate controlled airspace for IFR operations at Atka, AK. **EFFECTIVE DATE:** 0901 UTC, December 3, 1998.

**FOR FURTHER INFORMATION CONTACT:** Robert van Haastert, Operations Branch, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5863; fax: (907) 271-2850; email: Robert.van.Haastert@faa.dot.gov. Internet address: <http://162.58.28.41/at> or at address <http://www.alaska.faa.gov/at>.

#### SUPPLEMENTARY INFORMATION:

#### History

On August 5, 1998, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Atka, AK, was published in the **Federal Register** (63 FR 41750). The proposal was necessary due to the establishment of a GPS instrument approach at Atka, AK.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. Two letters in support of the proposal from Peninsula Airways, Inc. (Penn Air) were received. No negative comments to

the proposal were received, however, new coordinates for the Atka Airport have been derived via a recent GPS survey. The new coordinates are lat. 52°13'13" N., long. 174°12'23" W. The FAA has determined that this change is editorial in nature and will not increase the scope of this rule. Except for the non-substantive change just discussed, the rule is adopted as written.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 of FAA Order 7400.9F, *Airspace Designations and Reporting Points*, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1 (63 FR 50139; September 21, 1998). The Class E airspace designations listed in this document will be revised and published subsequently in the Order.

#### The Rule

This amendment to 14 CFR part 71 revises the Class E airspace at Atka, AK, due to the establishment of a GPS instrument approach at Atka, AK. The Atka Airport status is upgraded from VFR to IFR. The intended effect of this action is to provide adequate controlled airspace for IFR operations at Atka, AK.

The FAA has determined that these proposed regulations only involve an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

#### PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

#### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9F, *Airspace Designations and Reporting Points*, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

#### AAL AK E5 Atka, AK [New]

Atka Airport, AK

(Lat. 52°13'13" N., long. 174°12'23" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Atka Airport; and that airspace extending upward from 1,200 feet above the surface within a 10-mile radius of the airport.

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**Trent S. Cummings,**

*Acting Manager, Air Traffic Division, Alaskan Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-AAL-12]

#### Revision of Class E Airspace; Nome, AK

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This rule modifies Class E airspace at Nome, AK. The establishment of Global Positioning System (GPS) instrument approaches to runway (RWY) 2, RWY 9, and RWY 27 at Nome, AK, made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Nome, AK.

**EFFECTIVE DATE:** 0901 UTC, December 3, 1998.